

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONG KONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT
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No. 15,912. 號二十百九千五萬一第 日三初月三年元統宣 HONGKONG, THURSDAY, APRIL 22ND, 1909. 四拜禮 號二十二月四年九零百九千一英港香 PRICE, \$3 PER MONTH.

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LIMITED,

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AND

KOWLOON DISPENSARY.

[a30]

S. MOUTRIE & CO.

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EVERY MAIL

OVER 200 MACHINES

AND

10,000 RECORDS.

TO SELECT FROM

THE LARGEST AND MOST

UP-TO-DATE STOCK

IN THE FAR EAST.

Hongkong, 1st October, 1908.

[a40-2]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory

In Bags 250 lbs. net \$3.45 per bag ex Factory

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 29th April, 1908.

[a1647]

THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour

and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE Proprietaires.

M. MAILLE Proprietaires.

[a46]

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LIMITED.

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5.00 p.m. to 8.00 p.m. Every 10 minutes.
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6.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.

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Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
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11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings, Des

Venue Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1909.

[a549]

LANE, CRAWFORD & CO.

ARE NOW SHOWING NEW DESIGNS IN
SELECTED TEAK FURNITURE.
SIDEBOARDS AND DINNER WAGGONS.
DINING TABLES, CHAIRS, DESKS.
BOOKCASES, FOLDING CARD TABLES.
HALLSTANDS, HALL CHAIRS.
BEDROOM SUITES, WARDROBES.

FIRST CLASS WORKMANSHIP
INSPECTION INVITED.

LANE, CRAWFORD & CO.

Hongkong, 9th April, 1909.

[a33]

KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE
FAR EAST.

SOLE AGENTS:

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WINE & SPIRIT MERCHANTS.

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Hongkong, 15th April, 1909.

[a35]

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DRUG STORE

You can get what you need at WATKINS DISPENSARY any hour of the night.
All that you need do to get prompt, cheerful attention is to press the night bell.
This night service is intended entirely as an accommodation to our customers. It is
given willingly—cheerfully.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

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[a39]

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OF

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" C. P. & CO.'S SPECIAL - - - 10.50

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" LA TORRE - - - 16.00

" OLD EAST INDIA - - - 18.50

" AMOROSO - - - 20.00

" ROYAL AMONTILLADO - - - 23.00

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[a51]

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and Field. New Enlarged and
Revised Edition ... \$17.00
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Stewart ... 4.50
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NEW NOVELS \$1.75 EACH.
High Life in the Far East, by James Dalziel:
Author of "In the First Watch."
Septimus, by William J. Locke: Author
of "Beloved Vagabond."
Adventures of Louis Blake, by Louis Becke.
The Tempting of Paul Chester, by Alice
and Claude Askev.
The Crime on Canvas by F. M. White.
Sir Percival's Marriage, by Florence
Warden.
The Captures of Paul Beck, by M. McDonnell
Bodkin.
The House Called Herish, by "Rita."
The Iron Heel, by Jack London.
The Sin of Alison Darling, by L. G.
Moberly.
"This My Son" René Bazin.
We of the Never Never, by Mrs. Arness
Gum.
The Conventionalists, by R. H. Benson.
[a32]

"CLAN MACKENZIE"

SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

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[a34]

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The Show Girl, by Max Pemberton ... \$1.75
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Felix Stone, by A. Morrison ... 1.75
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Blyth ... 1.75
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Meadows ... 1.75
The Secret River, by R. Macaulay ... 1.75
The Elusive Empress, by Baroness
Oracy ... 1.75
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and the Opium Curse, by S. Merwin ... 3.10
Beside the Red Mountain. Tolls and
Triumphs in a Chinese City, by
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Foster on Five Hundred. With Laws
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Leechman ... 1.50
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Household Management ... 80
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Geography 7th Edition ... 13.00
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R. B. O'Brien ... \$0.80
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The Wife, by H. W. Newte ... 80
Cynthia in the Wilderness, by Hubert
Wales ... 80
Snow Bound, by Bram Stoker ... 80
The Scribbler's Club, by G. Garvie ... 80
Dear Fatherland, by Lieut. Bille ... 80
Oricket Who's Who, 1909 ... 40
[a31]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907

£18,114,624.

Authorized Capital ... £3,000,000

Subscribed Capital ... 2,750,000

Paid-up Capital ... 687,500 0 0

IL Fire Funds ... 3,066,574 15 7

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 21st July, 1908. [1019]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIBRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

By popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS: From No. 10 to 55886, at \$6. 37 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

ATTENTION!

JUST UNPACKED FOR VOLUNTEERS.

LEATHER BOOT LACES

OF BEST QUALITY, FLAT AND ROUND.

Call at—

HOOSAIN-ALI & Co.,

CORNER ZETLAND STREET.

Hongkong, 16th April, 1909. [41]

THE DAIRY FARM CO., LTD.

FRESH BUTTER

40 cts. 60 cts. 75 cts. and 80 cts. lb.

CREAM CHEESE

MILK CHEESE

THE DAIRY FARM CO., LTD.,

Hongkong and Kowloon.

Hongkong, 15th April, 1909. [563]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

THE MOST UP-TO-DATE

"PHOTO GOODS"

JUST ARRIVED.

DEVELOPING AND PRINTING

UNDERTAKEN.

A TACK & CO.

25, DES VUEX ROAD, CENTRAL.

Hongkong, 27th March, 1909. [37]

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons
String Band Plays during Dinner and
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each floor.
Electric Lighting and Fans.
Telephones on every floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cook Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS,
[a42] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
Manager.
Hongkong, 24th July, 1905. [a233]

"KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to— Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHEW, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHEW,
Proprietress.
Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

SHAMEN—CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—VICTORIA, SHAMEN.

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUMPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER,

Proprietor.

[a1623]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

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food, cleanliness and hygiene of the place.

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A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

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VERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

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"UNDOUBTEDLY THE BEST BEER
BREWED IN AMERICA."A. S. WATSON & CO.,
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 22ND 1909.

When the United States Minister of the Navy publicly urges the maintenance of a first-class Battleship Fleet in the Pacific as well as in the Atlantic, as REUTER informs us that Mr. Meyer has done at Boston, we may be quite sure that we shall not have many years to wait before the proposal begins to take practical shape. Evidence has not been wanting of late that the idea has been very much in the minds of the naval authorities in the United States, and that it has become a definite object of ambition with the naval men to have a Pacific fleet which, in the words of Admiral Sperry will be "powerful enough to defy every nation." The plea of President Tarr in his inaugural address for a "strong navy" is fresh in the memory of our readers. "A modern navy," he said, "cannot be improvised. It must be built and in existence when the emergency arises which calls for its use and operation. My distinguished predecessor has in many speeches and Messages set out with great force and striking language the necessity for maintaining a strong navy, commensurate with the coastline, the Governmental resources, and the foreign trade of our nation; and I wish to reiterate all the reasons which he has presented in favour of the policy of maintaining a strong navy as the best conservator of our peace with other nations, and the best means of securing respect for the assertion of our rights, the defence of our interests, and the exercise of

our influence in international matters." For the present, however, the stationing of a first-class battleship fleet in the Pacific is but an aspiration, as the naval experts of the United States are strongly opposed to the division of the present fleet into Atlantic and Pacific squadrons. They consider that a bigger American navy is necessary before the proposal is practicable, and, moreover, that adequate accommodation for a fleet an essential preliminary requisite. The "Great White Fleet" which has recently circumnavigated the globe has to be located at Norfolk. "We have not room in New York, nor Boston, nor in Charleston, nor in San Francisco for our fighting ships to stand," Admiral Sperry is reported to have said, and he added: "That is because Congress, in its superlative wisdom, has not seen fit to provide the Navy with the accommodations that I think are needed." Admiral Sperry's aspirations are for a fleet which will excel the British Navy. According to the report of the interview from which we have already quoted the gallant Admiral expressed himself in these terms: "This nation will be a secure and peaceful nation when we have a large navy, when we excel Great Britain in numbers, guns, sailors and ships. Until that time comes we shall be in constant danger." What is the danger, it may be asked, in which the United States is assumed to stand? No conflict with Great Britain is suggested as within the range of possibilities. Is there fear of Japanese aggression? No. Admiral Sperry is credited with having said: "Japan could not now do us any harm, even if she desired to do so. She has not any fighting force. She is not building any new battleships." Yet in almost the very next breath the Admiral is represented to have said: "Suppose there should come a conflict to-morrow. How futile would be our efforts to protect Hawaii or the Philippines—that is for the moment. I think that Congress should realise our position in this respect. We do not care for war but one never knows." And again: "The safest way to permanent peace is to be in possession of a big commanding navy, not a threatening one, but one that could go out and make the others run like a scared wolf if there was occasion." This seems to us to far exceed President Tarr's idea of a "strong navy commensurate with the coastline, the Government resources and the foreign trade of our nation." America's length of coast—where, it might be said, need a navy which will excel the British in guns, sailors and ships. Nor can such an ambitious idea be considered as commensurate with the resources of the United States Government, nor again does America's foreign trade justify such an amazing programme of naval expansion. But America is a young nation, and in the matter of naval protection, as we are so often reminded, it is necessary to take long views. The prospect is not an attractive one. With America and Germany going in for navies which are to excel the British, and with Great Britain resolved on a two-Power standard to maintain her naval supremacy can we say that the world is increasingly assured of the permanence of peace which all are professedly aiming to secure? We think not. This game of "beggars my neighbour" means panic rather than peace.

One case of plague, fatal, was reported during the 24 hours ended noon yesterday.

Miss N. Nicholson, Cosmopolitan Dock, reports to the police that on 18th inst. while riding in a ricksha from the Star Ferry wharf to Yau-mat she lost her purse containing \$35 in notes.

An interesting story of how an evil-doer was overtaken in his transgression was told at the Magistracy yesterday. A Chinese had stolen several articles of clothing from a house in a village beyond Shaohiwa and was making his escape to town by tram, but in his hurry to alight he got off the car while it was in motion and was rendered unconscious.

The prizes in the Nelson Essay Competition at the Kowloon School have been awarded as follows:—1st, E. Taylor, 2nd, T. Boutinon; 3rd, F. Schmetz. The competition was held as a result of the lecture on Nelson given by Lieut. Davies, R.N. (who presented the first prize) at the school a fortnight ago. The second prize was presented by Lieut. Duke R.N. and the third by Mrs. Main.

The ecclie charged with being in the unlawful possession of a cigarette case inscribed "presented to Mr. C. S. Wade by his colleagues at Dick, Kerr and Co., Preston" was brought before Mr. Kemp at the Magistracy yesterday. Mrs. R. D. Watt, Quarry Bay, stated that Mr. Wade went to Japan on the 26th December last and a day or two before he left he mentioned that he had lost his cigarette case which had apparently fallen out of his pocket on the 22nd December. She identified the cigarette case as the one which belonged to him. The ecclie was discharged and the case ordered to be restored to its owner.

A Chinese passenger by the Kwanchow, who was arrested at Moji with 92 tins of opium in his possession, was sentenced to imprisonment for ten months.

Mr. A. L. Vincent, acting assistant Judge of H. B. M.'s Supreme Court, returned to Shanghai last week having made the trip to England and back again, via Siberia, in 49 days. Mr. W. E. Leveson, Secretary of the Municipal Council, made a similar trip some time ago, and was absent from Shanghai exactly 47 days.

A young German resident of Tientsin Mr. Otto Wondel who was formerly in the employ of Messrs. Carlowitz and Co., but lately had been engaged in business on his own account, had died of hydrophobia, having been bitten by his own dog. Mr. Wondel was married, and his wife had recently left for home.

The hotel trade at Peking and Tientsin remarks a northern contemporary, has been booming of late. Vast crowds of tourists have been visiting the capital, intent on sightseeing. These tourists, like migrating birds, return to these parts at regular intervals and spend a good many dollars. This goes a long way to support the otherwise dull trade of local stores and hotels.

Mr. Gardiner applied for the re-hearing of the case in which Manrice Bon was last week sentenced to two months' hard labour for the larceny of \$500 in bailee, the moneys of Dora Jackson. Three witnesses were called, one of whom declared that she was in the room occupied by the prosecutrix Dora Jackson and heard her say that she lent the money to Bon three months ago, and when witness asked her why she swore in court that she gave him the money to get a draft for her, she replied that she was thinking of something else when she made that statement in court. The hearing was adjourned.

A legus exclamation who attempted to take advantage of a countryman was at the Magistracy yesterday sentenced to three months' imprisonment. It appears he stopped his victim while on his way to the Canton steamer and pretending to be an excise officer proceeded to search the man. Pretending to be suspicious that the man's purse was rather heavy he took it away, and as he did not return with it, his victim reported the matter to the police. The purse was heavy because it contained ten dollars in twenty cent pieces. The prisoner had formerly been an excise officer.

The Times in an editorial on the report for 1907 on the administration of Korea highly praises the wonderful achievement, comparing it favourably in some respects with the British tasks in India and Egypt. After reciting the remarkable results of the extensive employment of Japanese officials, the editorial points out that the army was the only element without consideration for the future of the discarded soldiers. "The Japanese would be glad to see a large and prosperous community of Japanese established in Korea on friendly terms with the natives, otherwise the Japanese temptation to seek other outlets for population might become more and more insistent."

The half-yearly statement of the International Banking Corporation to December 31, 1908, notes that "business in the Far East during the year rallied spasmodically in some directions, but as a whole remains quiet, and, while we are rather more than holding our own, our profits are in consequence small. Under existing conditions the resumption of dividends must be further deferred. The contraction which we deemed it prudent to make in our commitments in anticipation of, and during, the recent panic resulted, as might have been expected, in the alienation of a certain amount of our business, but we hope by the diligence of our staff and by attention to the interests of our customers to soon regain our position."

The increase that has taken place this season in the number of passengers travelling home by the Trans-Siberian Route from Shanghai is worthy of comment marks the Shanghai Mercury. Since the beginning of March this year every one of the trains proceeding homeward has been practically full, and at the moment the booking rush is at its height and will continue so for several weeks to come. Enquiry at the Railway's agents locally show that the percentage of increase over the number travelling by each train last year is practically fifty—that is of those booking in Shanghai. Last year there was a considerable advance on the previous season, but not nearly so much as has taken place this year. This is attributed to the improvements effected on the railway, and also to the reduction of the time required for the journey from twenty-one days to fifteen.

EVADING THE STAMP DUTY.

Of late the police have shown great activity in instituting proceedings under the Stamp Ordinance. How much revenue is lost to the colony through receipts not being stamped it would be difficult to estimate, though the Reinforcement Committee expressed the conviction that at least several thousand dollars a year more than at present realised ought to be obtained. Recent prosecutions by the police were mostly against Chinese merchants who had omitted to affix the necessary stamp, to receipts, but another class is being dealt with at present. This is the case of rates. When Mr. Chapman, the assessor of rates, made his tour of inspection, he was accompanied by a police officer. For purposes of assessment Mr. Chapman asked for the production of the rate receipts, and as the police found that a large number were unstamped they summoned the parties. This month as many as twenty-five have been before the Magistracy for this offence and in every case a fine was inflicted. Thus a sum of \$225 has been collected in fines from this source alone. Probably more offenders could be brought before the court but the prosecution are only taking this year's cases.

TELEGRAMS.

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ACCIDENT TO A BRITISH DESTROYER.

TOKYO, April 21st.
The destroyer "Fame" burst her boiler on Monday and was towed to Nagasaki by the Virago on Tuesday.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS"]

BULGARIA'S INDEPENDENCE RECOGNISED.

LONDON, April 20th.
The Triplice has recognised the independence of Bulgaria.
[This means the official recognition of Bulgaria's independence by Germany, Austria and Italy.]

THE SITUATION IN TURKEY.

SULTAN READY TO FLEE.
LONDON, April 21st.
The British warships have landed 800 men at Mersina.

The latest consular telegram states that two thousand persons, including two hundred Moslems have been killed in the town of Adana and five thousand in the vilayet of Adana.

Constantinople is showing signs of anxiety over the protracted conference between the Sultan and the Grand Vizier. The Sultan's yacht is lying alongside the Palace with steam up.

A Malta message states that the battleship's Canopus and Ocean and the cruiser Minerva have been ordered to Turkey. Admiral Sir A. G. Curzon Howe is on board the Ocean.

The German cruiser Hamburg now at Corfu has been ordered to Mersina.

SITUATION IN TURKEY.

LONDON, April 21st.
The British warships are preparing to offer any resistance. Instead the population is pouring out of San Stefano and fraternising with the investing troops.

The Sultan remains secluded, seeing only the Grand Vizier, who declares that his Majesty as the guardian of the constitution is benevolently waiting the arrival of the constitutional army.

Two American missionaries have been shot dead at Adana while fighting.

Five American cruisers including the North Carolina and the Montana have been ordered from the West Indies to Alexandretta.

DEATH OF MR. G. MURRAY BAIN.

It is with deep regret that we record the death of Mr. George Murray Bain, who had the distinction of being quite the oldest British resident in Hongkong. He came here in February 1864, and his connection with the Colony therefore extends over the long period of forty-five years. Mr. Bain came out to join the China Mail as sub-editor and reporter. In course of time he succeeded to the editorial chair, and in 1872 became the proprietor of the paper. He continued to take an active interest in the paper until a few years ago, when ill health and the infirmities of old age obliged him to leave the exacting duties of active control in other hands. In 1906 the business was converted into a private limited company with Mr. Murray Bain as Chairman. Then, in the interests of his health, Mr. Bain once more revisited his native land, and remained in Scotland until last autumn when, feeling greatly benefited by the change of climate, he decided to return to the East. The voyage out proved somewhat exhausting, and Mr. Bain since his return had been extremely feeble. The end came rather unexpectedly about mid-day yesterday at his residence "Birmah Bree," Conduit Road.

The funeral takes place this afternoon at 5 o'clock where there will doubtless be a large attendance to show the widespread esteem in which Mr. Murray Bain was held.

WARD COMEDY COMPANY.

Another night of laughter was enjoyed by a good house last night when the Ward Comedy Company presented "Vivian's Papers." The merriment was unrestrained and it is safe to say that never have the company allowed to better advantage than they did last night.

The Salome dance by Miss Baxter was greatly appreciated.

FAREWELL DINNER TO MR. GRAY SCOTT.

Mr. J. Gray Scott, who has been the General Manager of the Hongkong Electric Tramway Co., Ltd., since the inauguration of the service, and is to-morrow severing his connection with the Company was entertained at a dinner last night at the Hongkong Hotel. The Hon. Mr. W. Chatham, C.M.G., presided and Mr. W. A. Dowley occupied the Vice-Chair. The other hosts included Messrs. D. Wood, H. R. Phelps, C. D. Melbourne, J. R. Wood, H. G. Calthrop, D. Macdonald, A. G. Gordon, E. H. Hewitt, W. Murray Scott, D. V. Stevenson, W. H. Wickham, F. Graham, E. A. Williams, A. R. Lowe, A. H. Ough, N. F. Blanch, H. F. Chard, J. D. Auld, F. J. Bodeley, D. W. Caddock, Dr. Marriott, A. Forbes, Evan Jones, A. H. Hallingsworth, G. H. Wakeman, O. Nielsen, H. P. Ivey, J. H. Nellis, and T. L. Perkins. Besides Mr. J. Gray Scott, the following guests were present:—Captain Mitchell Taylor, Messrs. Stodart Kennedy (Mr. Scott's successor), G. T. Lloyd, R. A. Hale, G. F. Malden, C. B. Byers, G. Grimble, A. Course, C. C. Hill, W. Glendinning, A. Keating, R. D. Atkinson and B. Elwek.

The CHAIRMAN in proposing the health of Mr. Gray Scott said he had had occasion to meet him in various capacities during his stay in the colony. In his official capacity he could never wish to work with a better man in a similar capacity. As they knew, Mr. Scott had other interests to serve besides those which he (the Chairman) had specially to look after, and to do what he could to get the biggest possible dividend for his company. Naturally that conflicted somewhat with some of the matters that he (the Chairman) would have liked him to carry throughout whilst they had not been able to see eye to eye it was not the fault of his friend Mr. Gray Scott who had met his views whenever it was possible for him to do so. The other capacity in which he had come into contact with him was as an ordinary member of the public and those present were in as good a position to judge of Mr. Scott's qualities as he was. He had run the tramway service of this colony in a manner that would reflect credit in any community in the wide world. The service had been carried on practically without interruption, though they had had to contend with two of the biggest typhoons experienced in the colony for many years. During one of those typhoons he thought Mr. Gray Scott displayed some animus against the Building Authority (laughter) because he ran three of his cars into a building down near Kennedy Road. It might surprise them to learn that those buildings stood (laughter). He would ask whether there was any one present who had attempted to forcibly stop one of those cars (laughter). In conclusion he proposed the health of Mr. Scott and wished him health, prosperity and success in his future career. They all regretted his departure from Hongkong and would be pleased were he remaining here.

Mr. Scott in acknowledging the toast said he found it exceedingly difficult to fittingly express his feelings of appreciation of the flattering remarks which had fallen from the Chairman. His sojourn in Hongkong had not been a very extended one, but he felt he was in a very fortunate position after five years' residence among them to be treated to such a display of cordiality and good fellowship as he had shown that night. He felt that Mr. Chatham had done him a very high honour in presiding over that gathering, for he might say that he was one of those who shared the very high respect and esteem in which Mr. Chatham was held by the people of this colony. It had been his privilege to be associated with him professionally and he had always had a very great respect for his unassuming manner and business like attitude. Mr. Chatham had been good enough to pay him the compliment of saying that the Hongkong tramways would be creditable to any town in the world. Though he had admittedly exercised his efforts to the full during the time he had been in the colony, he thought those efforts would have been in vain had he not received the cordial and sympathetic support of his staff. He had been fortunate in having with him four excellent assistants who had put personal considerations entirely in the secondary position and devoted themselves primarily to the work of the company by whom they were employed. Mr. Scott expressed regret at the absence of Mr. Robert Shawan, who was wisely guarding his health. Mr. Shawan could not do that too well because they would all agree that he was one of the most capable custodians of the commerce of this colony. Many present had known Mr. Shawan for a longer period than he had, but no one had a greater regard than he had for his wonderful personality. He expressed his thanks to Mr. Dowley and Mr. Wood to whom he believed he was indebted for the inception of that night's gathering. Dame Nature had beautifully endowed Mr. Dowley as regards bulk and he (the speaker) could assure them that it was his heart she had had regard to the laws of proportion. Mr. Wood as they knew was a born organiser and he regarded it as a personal compliment that he should have directed his energies to the attainment of honours on his behalf. Mr. Gray Scott paid a very high compliment to the efficiency of the local police, and he could say from his experience that the standard of efficiency pervaded the whole staff from the Captain Superintendent of Police downwards. In conclusion he said he could assure those present that it was with a sense of very genuine and deep regret that he was about to take his departure from Hongkong, but those feelings were mitigated by a sense of gratification at the honour done him that night. He appreciated the good fellowship shown that night and hoped that the

friendships might not be severed but renewed at no distant date in the mother country—(Applause.)

Mr. W. H. Wickham proposed the toast of other departing friends, coupling with the toast the name of Mr. Robert Mitchell, Chief Manager of the Hongkong and Whampoa Dock, and Mr. Malden, who had been Mr. Scott's Chief Assistant. Mr. Robert Mitchell, he said, might be considered a veteran in the colony, because his residence had extended over a quarter of a century. He had worked his way up from a very subordinate position by hard work and engineering ability to the highest position in the Dock Company's service. He spoke of Mr. Mitchell's engineering ability not only from the opinions he himself had formed, but from the universal testimony of Mr. Mitchell's brother engineers in the Colony. Passing from his professional position Robert Mitchell as a man was a sterling fellow. He was well known to most of them as a friend and a citizen. He had seen it stated that Mr. Mitchell hoped to revisit the Colony in the future for the purpose of collecting dividends—laughter. They were glad to know that he was in a position to collect dividends and they would hope that they would be of increasing size so that he might the more often be tempted to visit the Colony—(Applause.)

With regard to Mr. Malden he had been Mr. Gray Scott's Chief Lieutenant, and Mr. Scott he was sure would not grudge to Mr. Malden the credit he deserved in helping to make the tramway system a success. Socially Mr. Malden was a genial friend who always saw the bright side of things, and they could not look on his face without feeling the better for it, added Mr. Wickham. Mr. Scott had borne testimony that Mr. Malden had done his duty well during the years he had been with him, and that was a testimonial that should win him promotion in the future.

Mr. Malden briefly responded and mentioned that he had the privilege of working under Mr. Gray Scott in former years and could assure those present that Mr. Scott was as popular at Home as he had been in Hongkong.

The remainder of the evening was devoted to harmony.

Mr. Gray Scott leaves by the Nippon Maru on Saturday.

SUPREME COURT.

Wednesday, April 21st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

AN HOTEL RUNNER'S CLAIM.
Messrs. Dorabjee and Co., proprietors of the King Edward Hotel, were proceeded against by W. H. Brown to recover \$254.75, being as to salary \$200.00, \$25.75 as to commission and \$155 for wrongful dismissal.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. Daniels (of Messrs. Johnson, Stokes and Master) for the defendant.
Mr. Kong Sing, in opening, told the Court that plaintiff was an hotel runner who received \$60 a month and commission which brought in \$30 or \$40 a month as well as free board and lodgings in the hotel, on March 30th defendants wrote to plaintiff through their solicitor giving him notice of instant dismissal and giving an account of what was due to them by plaintiff.

Mr. Kong Sing, in outlining the reasons given by the defendant Co., said that there was no rule which prevented complainant from employing a man in his room.
Mr. Brown, after examination, said it was not his duty to go off with the launch on every occasion. He was well acquainted with the hotel rules, and knew that he was not to have drinks during working hours. When Mr. Dorabjee went through the chits he stopped plaintiff's drinking. Witness had ladies on board, but could not say if they were of loose character. He had taken guests of such character to the hotel, and they had been admitted. One man had stayed with him a week as his guest, and witness had quoted him at the lowest rates. Mr. Dorabjee thought that witness had been negligent, and asked him to pay for the loss of certain boxes. Witness received his salary for January at the beginning of February.

Mr. A. D. Geo, manager of the hotel, said nobody had complained to witness of the plaintiff's conduct, and witness knew of nothing that would warrant defendant's summary dismissal.
By Mr. Daniels: If he had heard that plaintiff was using the hotel launch for his own private purposes, and taking women of bad repute round the harbour, he would consider that was good cause for dismissal.

Mr. Daniels said plaintiff had admitted certain misconduct that would justify dismissal, and had admitted agreeing to make certain payments. The plaintiff had admitted having broken a rule of the hotel, and the fact that it had been overlooked did not now deter the defendants.

Mr. Geo, recalled, said that, acting on Mr. Dorabjee's instructions, witness told Brown that unless he paid half the cost of the inquiries made over the lost boxes he (Brown) would be dismissed. Plaintiff replied: "If I have to pay, well, I suppose I have to pay."

Mr. Kong Sing said it was admitted the deductions were made in respect of \$20 cash, and \$69.15 in respect of chits, all of which were less than \$5.

By Mr. Daniels: They were deducted from salary, and applied in the way my friend suggested. The case was adjourned until Monday next.
The plaintiff stated that he did agree later to pay half the cost of the cable, because he understood he would lose his position unless he did so. The friend he brought to his room was hard up and witness allowed him to sleep on the sofa. The man had only one meal at the hotel.

Cross-examined by Mr. Daniels: Witness knew one of the hotel rules was that no European servant was to drink in business hours. He had broken that rule, but the hotel accepted his chits, until March, when they were stopped. He had women on the launch who were of bad character, and he had brought guests like that to the hotel, and they were accepted.

Re-examined by Mr. Kong Sing: Mr. Dorabjee knew witness was signing chits from the beginning. The reason why he stopped witness was because he thought witness was signing too many. It was witness' instructions to do his best for the hotel, and he often obliged patrons of the hotel by taking them to and from ships. The coal for the launch was supplied by the coxswain, and witness paid the coxswain for the coal used on the day the women were aboard.

The hearing was adjourned.

CORRESPONDENCE.

THE BRITISH MERCANTILE MARINE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Liverpool, March 19th 1903.

SIR,—In this, our country's hour of dire awakening, we are greatly concerned about the Navy, the Army, and the Territorials. But as usual, never a word or a thought of the dominant factor of all the Merchant Service and the Royal Naval Reserve. Herein lies the root of the question. It is not loss of life in sanguinary conflict which we need consider in the first place, for we are confronted by the indisputable fact that with our merchant ships cut off—either wholly or partly—we will, within the space of a week or two, be faced by the lingering horrors of certain starvation. And in what position do the Merchant Service and Royal Naval Reserve stand?

Dealing firstly with the latter we have a force of nearly twenty-five thousand Officers and men, all practically experienced merchant seamen, who seem to be looked upon in official quarters as a necessary evil. In fact, it has been said by people of considerable authority that, but for outgunning public feeling, the Royal Naval Reserve would be abolished tomorrow.

But to take the much more important question, that of the Merchant Service, the one barrier between life and death, and what do we find? Nearly five hundred alien commanding and officering British merchant ships, well over three thousand alien serving in them as petty officers, whilst the glorious (?) Red Ensign is further stained by the fact that no fewer than 37,694 Aliens are serving under it.

In war-time we are informed that confidential instructions are to be placed in the hands of the masters of British merchant ships. What is to prevent these instructions innocently falling into the hands of an alien? The Admiralty have never answered the question, which the Guild have put to them more than once.

The late Lord Ritchie, when President of the Board of Trade, declared in the House of Commons that, taking the question of a war where the Royal Naval Reserve were called out, it would be to deplete British ships of British seamen and, instead of being partially manned by foreigners, they would, under the then existing circumstances, be altogether manned by foreigners. To be perfectly fair, I may say that the percentage of alien seamen has gone down a little since then, but the difference is not worth considering.

Add to all this that the merchant service is literally seething with insubordination and we can more realise the terrible perils to which we are exposing ourselves without any qualm of fear or of conscience. Mr. Lloyd George, when President of the Board of Trade, told us not long ago that there had been twenty-seven thousand desertions from British ships in a single year. Official figures from the Board of Trade tell us that, in the last official year there were over twelve thousand cases of "failures to join" on the part of seamen and firemen. From all parts of the world reports from Captains and Officers of merchant ships reach me daily which in regard to their crews and other matters, disclose wholesale defiance of authority and utter contempt for law and order on board ship.

These things are well known to the Board of Trade, the Admiralty, and to the Government. But what they are urged to put matters right may remain inert and allow them to still drift along into the inevitable whirlpool which is our own creation. If others, inspired by the highest patriotic principles and possessing that foresight which, unfortunately, seems so rare, dare to publicly champion the national importance of the merchant service and of the insidious dangers and evils which exist in it as it is at present, their reception is chilling in the extreme. They are invariably met in a hostile spirit, for what reason Heaven only knows, and the nation at large goes joggling along, subordinating the real issue of its future safety to questions which appeal to instincts of mammon alone. Was it not Froide who said—

"Take away the merchant fleet, take away the Navy that guards it, and the Empire will come to an end. Her Colonies will fall off like leaves from a withered tree, and Britain will become once more an insignificant island in the North Sea, for the future students in Australia and New Zealand universities to discuss the fate of in their debating societies."

I am, Sir, Your obedient servant,
T. W. MOORE.
Secretary.

PRINCE REGENT'S STUDIES.

A number of high officials, it is stated, have been selected in order to enlighten the Regent on subjects of State Government and Foreign Affairs. The officials selected have had considerable standing experience here and abroad, which perhaps may be taken as showing the attitude of the government towards reform. The officials who by Imperial Edict have been appointed to lecture are Their Excellencies:

His Yen, Vice President of Board of Agriculture and Commerce.

Chiao Hsu Nan, Commissioner of Education.

Liu Ting Shen, Director-General of the Imperial University.

Wu Hsi Chiao, Hanlin.

Chow Tzui, Councillor of the Wai Wu Fu.

Lao Nai Hsuan, Councillor of the Constitutional Bureau.

Chao Pin Ling, Censor.

Tan Hsu Hang, Director of the Naval Bureau.

Apert from these appointees there are also (of Kwang Hsi's reign) on the list of lecturers Their Excellencies Lu Jen Chang, Chang Yin Lin, Tang Ching Chung, Pao Hsi and Chue Yi Pan, all of whom are mandarins holding high positions in the various boards.

COMPANY MEETINGS.

THE UNION INSURANCE SOCIETY OF CANTON LD.

The thirty-sixth ordinary meeting of shareholders in the Union Insurance Society of Canton, Ltd., was held at the offices of the Society, No. 2, Queen's Buildings, at noon yesterday. Mr. E. Ormiston presided, and there were also present Messrs. W. Holmes, E. G. Barrett, J. W. C. Bonnar, A. Forbes, (Directors), C. Montague Ede, (Secretary), C. H. Rose, J. A. Jupp, A. B. Rouse, F. Matland, D. B. Murray, C. E. H. Beavis, F. B. Deacon, W. L. Pattenden, C. G. S. Mackie W. Hutton Potts, H. F. Carmichael, D. D. Gasdar, R. H. Crofton, J. Barton, W. H. Wickham, Ho Fook, F. Smyth, L. Robert, E. Georg, S. G. Newall, F. P. Hett and L. Boriduaque.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said—Gentlemen, I propose with your permission to follow the usual procedure and take the report as read. It has been in your hands for some weeks and has no doubt been carefully studied by you. In order to make a true comparison between the 1907 figures now before you and those of 1906 presented last year, you must bear in mind the fact that exchange has fallen a further penny which accounts for the whole increase in our Premium Income of \$191,000, it is therefore more apparent than real. Although trade was greatly depressed, the year was as profitable as could be expected; in fact if you compare our figures with those published by companies of the same magnitude as ourselves you will feel sure come to the conclusion that your interests have been very well cared for. We have a divisible balance of \$680,000, and this year Directors propose to deal with as follows:—To pay a final dividend of \$17 per share on account of 1907, making the full dividend for that year \$47 and to carry forward the large balance of \$469,000 to Underwriting Suspense Account, which figure I can assure you is more than ample to provide for any possible losses. It has been our practice in past years, as far as was humanly possible not to underestimate losses and this plan has been adhered to as regards the year now being dealt with, but as our new system of working has only been in force since the beginning of 1906 it is difficult to forestall with accuracy what the third and fourth years settlements will amount to; we have therefore deemed it wiser to provide an additional margin of safety over estimates by carrying forward, in a liquid form, a larger amount than at present seems necessary. Instead of placing it to Reserve Fund, and I feel sure that this policy which is dictated by prudence will meet with your cordial approval. The figures for 1908 as shown in the Report are satisfactory as far as they go. The first year's loss settlement shows a decrease of one per cent. as compared with the previous year and the declaration of an interim dividend of \$30 per share on account of 1908 and the payment of a bonus of 20 per cent. to contributors. The falling off in takings need give you no anxiety for if you study the published results of the underwriting of many of our Home competitors you will find that those with a reduced premium income have made the best profit, for in a dreadful year such as had just passed when as the direct result of bad trade competition ran riot and rates in many directions were cut down below a paying level, careful management dictated that the worst paying accounts should be abandoned; this points to safety and the maintenance of results such as shareholders in this Society have learned to look for. We have old and tried officers in charge of our chief Branches and it must be gratifying to you to note that they have not been tempted to depart from the wise policy of the Company and engage in a blind scramble for business at any price such as, I am afraid, has been characteristic of the year now over. There are signs that, owing to the disastrous experience of the underwriting world generally the tendency of rates is upwards; already in certain directions an improvement has taken place and we hope that such improvement will become general. The incidence of total losses of first class liners has been one of the features of 1908 and our Reinsurance Fund which was established to provide for just such an eventuality has automatically come into play. The fund has grown steadily during normal years and may be expected to increase again as years go on. To-day it equals our capital. The report before you gentlemen is in itself a good one and you are to be congratulated on the outcome of a year which to many others has not been so profitable. You will be glad to hear that we have not forgotten our staff and have voted a bonus of 15 per cent. of a year's salary to the Provident Fund of each member who is in our service at the end of this month. Before proposing the adoption of the Report and Accounts I shall be glad to know if any shareholder wishes to ask any questions.

No questions were asked and the CHAIRMAN moved the adoption of the report and accounts as presented.

Mr. C. H. Ross in seconding said—Gentlemen, I feel sure all of you have listened with the greatest interest to the Chairman's speech, which to my mind is a clear and comprehensive statement of the working of the Society during the periods concerned. After two years, such as 1907 and 1908, years I may mention fraught with exceptional difficulties to Underwriters, it must, I think, be particularly gratifying to shareholders, to find that the Society's experience of the business of year 1907 permits of the payment

of an increased final dividend for that year, while its forecast of the ultimate result of operations for 1908 warrants the recommendation of a Bonus of 20 per cent. to Contributors. I am glad of the Chairman's assurance that although no addition has been made to the Reserve Fund, further claims have been amply provided for, by the sum which, as he explained—is to be kept in a more liquid form. In view of the period of depressed trade through which the world generally has been passing, and in spite of the counteracting influence of the fall in silver, we might reasonably have anticipated a very largely reduced premium income, it seems clear however that its maintenance has not been at the cost of quality of the business done, as is evidenced by the fact to which attention has just been drawn, that the "Ratio of the first year's loss settlements," of this particularly bad year, is lower than that of the year before. Gentlemen, this augurs well for the future, and I think our best thanks are due to those gentlemen who have so ably superintended the Society's business during these deplorably trying times. The bonus of 15 per cent. of a year's salary to the Provident Fund of each member of the staff will, I feel sure, meet with your hearty approval. Turning to the front page of the report, I think you will all note with much pleasure that the name of Mr. W. J. Saunders is now included in those forming the London committee. The Society owes much to this gentleman, and I feel sure his able counsel will be of much value to the London Board. Gentlemen, I have much pleasure in seconding the adoption of the report and accounts as presented to you this day.

Mr. BEAVIS proposed the re-election of Messrs. C. R. Leuzmann W. Helms as Directors. Mr. TRATMAN seconded and the motion was agreed to.

On the motion of Mr. JUPP, seconded by Mr. MATLAND, Messrs. W. Hutton Potts and A. R. Lowe were re-appointed auditors.

The CHAIRMAN—Gentlemen, that is all the business. Dividend warrants will be sent out to-morrow.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting was held immediately after the annual meeting, the same shareholders being present with the exception of Messrs. J. A. Jupp and W. H. Wickham.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, The advertised time of the Extraordinary Meeting being already passed I will now call upon the Secretary to read the notice convening it. For some time past your Directors have had under consideration the existing form of the Society's Memorandum and Articles; these were originally framed over 25 years ago when the prevailing custom was to make the Memoranda of Association as short as possible. The terms of the "objects" clause, usually being confined to a very limited statement of the purpose for which a Company was incorporated and no attempt made to take the many other incidental powers, the occasion for the exercise of which, has since frequently arisen. Modern methods are the exact antithesis of the old practice and provide not only such power as for the time being appear necessary, but also such as may possibly be desirable in the future and this seems the preferable course in view of the trouble and expense involved in effecting alterations in Memoranda of Association which unlike those in the Articles require the sanction of the Court after adoption by shareholders. The revised Memorandum which is now submitted to you for adoption embodies not only such incidental powers as present occasion suggests but also such others as the future may call for. As regards the Articles of Association these have been generally modernised and brought into line with the existing practice of the Society in several respects, certain desirable additions made, and other provisions which were unworkable omitted. Your Directors believe that in their amended form the Memorandum and Articles will meet all practical requirements and call for no further alterations for many years to come. Shareholders in all parts of the world outside Hongkong have been given the opportunity of perusing the Memorandum and Articles in their present form and have unanimously approved of them. I will now put the Resolution—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Mr. MACKIE seconded, and the motion was carried.

The CHAIRMAN—That completes to-day's business, Gentlemen. I am obliged to you for your attendance. There will be a confirmatory meeting on May 7th at 12.30 p.m.

THE CHINA TRADERS' INSURANCE CO. LD.

The forty third ordinary meeting of Shareholders of the China Traders' Insurance Co. Ltd. was held at the offices of the Company No. 2 Queen's Buildings at 12.30 p.m. yesterday. Mr. E. Ormiston presided, and there were also present Messrs. E. G. Barrett, J. W. C. Bonnar, J. W. Bandow, C. S. Gubbay, W. Helms, A. Forbes, H. A. Siebs, (Directors), C. Montague Ede (Secretary), A. B. Rouse, H. Hunter, H. J. W. Carvalho, B. M. C. Cunha, V. L. Remedios, A. E. S. Alves, J. A. Carvalho, J. F. A. Barros and J. Gardner.

THE SECRETARY read the notice calling the meeting.

The CHAIRMAN said: Gentlemen, I will with your permission take the report as read. A comparison of the years 1906 and 1907 shows an increase in net premium of the latter which is almost entirely due to the fall in exchange. Interest in 1907 shows an increase of \$20,000 which is satisfactory. Turning to the other side of the account you will see that there is little or no variation in commissions, charges etc. while losses paid shows an increase of \$150,000, the increase in the dollar figure as in the case of takings being largely due to exchange, the balance carried forward is \$55,000 less and amounts to \$359,000 which we propose to deal with as follows:—to pay a final dividend of \$1.50 per share, to add \$8,000 to Reinsurance Fund and to carry forward the balance of \$231,000 to Underwriting Suspense account. As regards 1908 account there is a falling off in premium of \$68,000 and an interest \$15,000 while on the other side of the account losses and claims paid are smaller by \$44,000, while the balance carried forward is only \$8,000 less than the previous year. On the whole we consider the figures very satisfactory and we therefore recommend the payment of an interim dividend of 83 per share on account of 1908 and a bonus to contributors of 20 per cent. carrying forward the balance.

Mr. EDE proposed that Messrs. C. R. Leuzmann and W. Helms be re-elected Directors.

Mr. HUNTER seconded and the motion was carried.

On the motion of Mr. EDE seconded by Mr. CARVALHO, Messrs. H. U. Jeffries and A. R. Lowe were re-appointed Auditors.

Mr. EDE proposed the confirmation of the election of the following members to the Directorate:—Messrs. C. S. Gubbay, A. Forbes, H. A. Siebs and G. Friesland.

Mr. ROUSE seconded and the motion was agreed to.

The CHAIRMAN—That, Gentlemen, is all the business. Dividend warrants will be sent out to-morrow.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting was held at the conclusion of the annual meeting the same shareholders being present.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, The existing Memorandum and Articles of Association of the Company have lately been the subject of your Directors' attention. The Company was founded as long ago as 1865 when, what is now deemed old fashion Memoranda of Association were in vogue. The Union Insurance Society of Canton, Ltd. have just passed a resolution with a view of bringing their Memorandum and Articles of Association up to date. It is very convenient that the constitution of this Company should be on all fours with that of the Union Insurance Society of Canton, Ltd. and it is proposed to give effect to this by the amended form of Memorandum and Articles now before you. I will now put the resolution:—That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing.

Mr. ROUSE seconded and the motion was carried unanimously.

The CHAIRMAN—That completes to-day's business, Gentlemen. I am obliged to you for your attendance. There will be a Confirmatory Meeting on 7th May at 12.45 p.m.

THE YANGTZE INSURANCE ASSOCIATION LD.

ANNUAL MEETING.

The nineteenth ordinary general meeting of the above company was held at Shanghai on the 16th inst.

Mr. J. M. Young, (Chairman) presiding over an attendance of shareholders representing \$946 shares.

The notice convening the meeting was read. The Chairman said—The report and accounts for the year ending on December 31, 1902, having been in your hands for some time may, I presume, be taken as read but before formally proposing the adoption and passing of the same I beg you to permit me to make a few remarks as usual on the occasion of our annual general meeting on the course of our business since we met on April 22, last year. Your directors are very pleased to be able to present accounts showing what they feel sure you will consider very satisfactory results especially in a year characterized by almost universal depression in business all the world over and which still exercises its baneful influence in many directions. The balance at credit of working account 1907 & former years is \$24,928.77 against \$123,032.74 the previous year, and as stated in the Report the directors recommend the payment of a dividend of 20 per cent. on the whole of the Paid-up Capital of 12,000 Shares, viz.—\$12 per share, which will absorb \$144,000, to place \$50,000 to the credit of Re-insurance Fund, and \$ 0,000 to credit of Building Reserve Fund and to carry forward the balance of \$80,928.77 which is considered ample to meet any claims outstanding against 1907 and previous years.

Reserve Fund.—This Fund remains at \$10,000. As I stated however, at last year's Meeting, it is the intention of your Directors to resume making additions to same when we have built up our other Reserve Funds sufficiently.

Re-insurance Fund.—This has been increased during the year by \$15,370.05 and after adding the \$5,000 recommended in the Report, will amount to \$24,452.52 against \$19,082.49 this time last year, which you will no doubt consider satisfactory. In my remarks at the last annual general meeting I informed you that we had won our place against one of the London Companies that

reinsured part of the Association's line by the late Nigritia which was captured by the Japanese during the war, but the reinsuring Company had appealed against the decision of Judge Bigham. I am pleased to be able to inform you that the decision of the Appeal Court was in favour of the Association, so that this old outstanding case is now finished with. (Hear! Hear!) We have no losses or claims now outstanding on account of War Risk losses, but it seems probable that we shall have something to recover in respect of unlawful captures when the Government concerned have given their final decision. These decisions, as you are aware, take time but we are not without hope that we shall recover our losses in one or two instances, which losses, of course, have been paid and finish with as far as our accounts are concerned some years ago, so that anything recovered will be so much to the good. (Hear! Hear!)

Working Account 1908. The net premium earned during the year ending December 31, 1908 amounted to \$1,131,513.63 against \$920,085.14 for the previous year, being an increase of \$911,428.49 which I feel sure you will think satisfactory considering the continued dull state of trade, which most of our contributors have experienced during last year.

The balance of working account for 1908 is \$707,637.03 being \$167,635.89 more than the previous year, while I am pleased to say pending claims against known losses are only \$50,000 more than this time last year.

With this large increased credit balance your directors felt they were quite justified in recommending the payment of a special dividend of 8 per cent. out of interest earned during 1908, notwithstanding the fact that the capital has been increased and that the dividends of 25 per cent. which we are recommending you to declare this year will cost \$80,000 against \$120,000 last year. The Claims Paid Account, 1908, amounts to \$337,113.16 or 28.9 per cent. of the premium income against 32.3 per cent. for the previous year.

The commissions and expenses are 16.85 per cent., a slight improvement over 1907 when they amounted to 17.70 per cent. of the premium income. You are unfortunately aware that trade has been very dull during the past two years, and those who take an interest in the working of Marine Insurance Companies and have read the reports and letters regarding same in the newspapers will have learnt that Marine Insurance Companies in all parts of the world as well as Lloyd's Underwriters have been experiencing disastrous years during 1907 and 1908, and there is good reason to believe that the heavy losses underwriters have had to meet will have some beneficial effects on rates in the future, as combined action among Underwriters is already being taken to increase Marine insurance rates in certain trades where they have of late years by competition been forced down to a point hitherto unknown. Your Association has been fortunate enough to pass through these bad years without experiencing many of the heavy losses with the result that we are presenting to you to-day a record Report and Balance Sheet, and if we can do this when times are bad I trust we shall also be able to do so when times improve, (hear! hear!) but at the same time I must warn you that all Marine Insurance Companies exist, and that all have at some period of their existence, but we will hope the Association's good fortune will continue and that the bad years are still a long way off, and in the meantime it will be the duty of your Directors to use every endeavour to continue to build up the Reserves so as to minimize the effect of a temporary reversal of fortune when it does happen.

From the list of agencies printed on the front page of the report you will see that the Association now has its own offices in Sydney and Seattle. The Association is very ably represented at these ports and also at all its agencies and branches, and is in a sounder position to-day than ever it was, and with the continued support of its shareholders, let us trust that it will continue to prosper and that better times may also be near at hand both for its shareholders and contributors.

Exchange, and Investment Fluctuation Account.—This Account shows an increase of \$114,076.33 and now amounts to \$199,234.10, the increase being partly due to the lower rate of exchange and partly to the increase in the value of our investments. A list of all the Association's investments lies on the table should any shareholders wish to see it. Of the \$535,407.25 due by agencies, premium in course of collection &c. on December 31st, about \$472,000 has since been collected.

Mortgages on Real Estate.—Your Directors are satisfied that the mortgages are good and that the amounts advanced are amply secured. Unexpired Risks.—Owing to the increased amount underwritten during the year, unexpired risks amount to a larger sum than they did this time last year.

London Committee.—The seat on the London Committee vacant by the death of Mr. C. M. Dye, to which vacancy occurrence I referred at the last annual meeting, has been taken by Sir Charles J. Dudgeon, so well and favourably known to all of you.

Before concluding my remarks there is yet another matter I have great pleasure in bringing before you and that is to ask your sanction to the Board's proposal that Mr. Jackson and our excellent staff shall receive a bonus similar to that given them last year and in accordance with a resolution to follow in due course. (Hear! hear!) I do not know of anything further calling for remarks from me, but if any shareholder has any questions to put I shall be happy to answer to the best of my ability. (Applause.)

There being no questions the following resolutions were put to the meeting and adopted unanimously:

Proposed by the Chairman, seconded by Mr. H. J. Such, that the report of the Directors and the statement of accounts for the year ending December 31, 1902, as presented, be accepted and passed.

Proposed by the Chairman, seconded by Mr. Prentice: that a dividend of 25 per cent. being \$15 per share on the paid up capital of the Association, be declared, payment in cash at exchange 75 on the 17th instant at the Chartered Bank of India, Australia and China, or the Hongkong and Shanghai Banking Corporation, Shanghai, to shareholders of record on April 9, 1903.

Proposed by Mr. Marcus Wolff, seconded by Mr. C. B. Burkill, that Messrs. J. M. Young, H. J. Such, J. Prentice, W. W. Wrightson, and G. Miller, be re-elected directors to serve until the next ordinary general meeting of shareholders, and that their remuneration be £15. 25 per annum.

The Chairman then proposed, that the directors be hereby directed and authorized to pay to the Secretary and staff of the Association a bonus on their salaries for last year, and that it be left to the Board to decide the amount to be paid, which, however, shall in no case exceed twenty per cent.

In seconding this resolution Mr. A. McLeod said that he thought all the shareholders would agree with him that in a year like the past it was most gratifying to have such a satisfactory statement of accounts.

FEARFUL ECZEMA: SKIN IN RIBBONS

Arms were Perfectly Raw—Desperate with Terrible Irritation and Almost Crazy by Lack of Sleep—All Efforts at Cure Failed—Until

MATRON OF HOSPITAL RECOMMENDED CUTICURA

"Four years ago eczema broke out on my hands and arms and I became so bad that I was unable to do any work. I tried every remedy I could get, but I did not get any relief. I was suffering terribly then, and I thought I should go out of my mind, as I could neither sleep nor rest, night or day. My skin was all hanging in ribbons, and the arms looked just like raw beefsteak, while the irritation was so terrible that I got desperate sometimes and felt I would like to scratch my arms to pieces. I went to three other doctors, and then I attended the Hospital, but no one seemed to be able to cure me. I was on the very brink of despair when I was advised by the matron of another hospital to give Cuticura Remedies a trial. I put some Cuticura Ointment on the sores, and then I had the best night's rest I had had for many a long day. I continued the application, and also used Cuticura Sore and Itch Remedy. I seemed to improve all the time, and before I had used one box of Cuticura Ointment I could do things in the house which I had not been able to do for four years. By the time two boxes of Cuticura Ointment had been used I was completely cured, and my arms and hands, which had been all laceration and blood, were covered by a beautiful new skin. Now they are in good health. I could do things in the house which I had not been able to do for four years. By the time two boxes of Cuticura Ointment had been used I was completely cured, and my arms and hands, which had been all laceration and blood, were covered by a beautiful new skin. Now they are in good health. I could do things in the house which I had not been able to do for four years. By the time two boxes of Cuticura Ointment had been used I was completely cured, and my arms and hands, which had been all laceration and blood, were covered by a beautiful new skin. Now they are in good health. 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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited, only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 8th, Ed-Lib-er's.

P.O. Box, 53. Telephone No. 12.

NEW ADVERTISEMENTS

THE YANGTZE INSURANCE ASSOCIATION LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-Five Per Cent. being FIFTEEN DOLLARS Per Share, on the Paid-Up Capital of the above Association, has been DECLARED PAYABLE, in full, at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or the HONGKONG & SHANGHAI BANKING CORPORATION, Shanghai, on and after this Date, to Shareholders of Record on the 9th April, 1909.

By Order of the Board of Directors,
W. S. JACKSON, Secretary.

Shanghai, 17th April, 1909. [639]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 p.m. for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices, or obtained on application there.

By Order of the Board of Directors,
C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [640]

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.45 p.m. for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:

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By Order of the Board of Directors,
C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [641]

TO LET.

FURNISHED at the Peak, from 1st May. TWO ROOMS with Bath Room, Pantry and Servants' Room. Separate entrance.

Apply—
Care of "Daily Press" Office.

Hongkong, 22nd April, 1909. [642]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship

"DEFFLINGER." Capt. G. Meiners, will leave for the above places TO-DAY, the 22nd inst., at Noon.

For further Particulars apply to
MELCHERS & Co., General Agents.

Hongkong, 22nd April, 1909. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG," having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 23rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd. General Managers.

Hongkong, 21st April, 1909. [16]

NOTICE.

\$150,000 to Invest on Mortgage: Send Particulars of Securities offered to
Care of "Daily Press" Office.

Hongkong, 30th March, 1909. [537]

WANTED.

By a GERMAN GENTLEMAN, residing in CAINE ROAD, Advanced Lessons and an Accompanying Violin and Piano twice a week from 9 to 10 o'clock in the evening.

Apply stating terms to—
Care of "Daily Press" Office.

Hongkong, 6th April, 1909. [578]

PUBLIC COMPANY

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 24th April, 1909, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and hearing Directors' and Auditors' Reports.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th April, 1909. [587]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be TO-MORROW (FRIDAY), the 23rd April, 1909, at 4 p.m. in the City Hall, for the following purposes:

1. To receive the Report and Accounts of the Committee for the year ending 31st December, 1908.
2. To elect a New Committee.
3. To transact any General Business.

By Order,
E. A. M. WILLIAMS, Secretary.

Hongkong, 15th April, 1909. [614]

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, the 24th inst., commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACRIE, Hon. Secretary and Treasurer.

Hongkong, 17th April, 1909. [625]

CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO SHANGHAI.

DIRECT CARGO AND PASSENGER SCHEDULE SERVICE.

THE Twin Screw Steamers "ANHUI," "CHINHUA," "CHENAN" and "LINAN" leave Hongkong alternately every THURSDAY P.M. and SUNDAY at Daylight for SHANGHAI DIRECT.

The Sunday Morning Steamers are loaded by the Postal Authorities for the convenience of H.M. Mails to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th April, 1909. [624]

SPECIAL NOTICE.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHARGEURS REUNIS, beg to inform the Public that their Steamers of the Round-the-World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from Yokohama DIRECT TO SAN FRANCISCO without making any Port of call en route.

Shippers of Cargo to SAN FRANCISCO, MEXICO, and SOUTH AMERICA will no doubt appreciate this new facility afforded to them of a fast Cargo-Boat Service from China and Japan to above mentioned destinations.

For full information, apply to
MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 17th April, 1909. [626]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.I.A.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 34
Width of Entrance on Bottom... 34
Water on Blocks at Spring Tide... 34

DOCK No. 1.

Extreme Length... 523 feet
Length on Blocks... 511
Width of Entrance on Top... 34
Width of Entrance on Bottom... 34
Water on Blocks at Spring Tide... 34

DOCK No. 2.

Extreme Length... 371 feet
Length on Blocks... 359
Width of Entrance on Top... 34
Width of Entrance on Bottom... 34
Water on Blocks at Spring Tide... 34

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Water on Blocks at Spring Tide... 34

INTIMATIONS

HONGKONG CINEMATOGRAPH

TO-NIGHT! TO-NIGHT! HONGKONG CINEMATOGRAPH

(Opposite the Central Market) FOR TEN DAYS ONLY JAPANESE JUGGLER COMEDY CO.

ON TOUR TO EUROPE Under the Direction of PROF. KIKUGORO, JAPAN'S GREAT CONJUROR.

PROGRAMME:

1—Cinematograph show.
2—Mysterious appearance of Hen and gold ring.
3—Transformation of Water into paper.
4—Burn a Bank note, and the same note will reappear.

5—Mysterious multiplication of 1 ball placed in a small empty box to about 100.
6—Mysterious disappearance of articles scattered from the audience.

7—Burning ashes changed into curio.
8—A string of several nations flags.
9—Three millions' flags.

10—Boiling eggs changed into living birds.
11—Marvelous transportation of gold fish.
12—Fishing a gold fish from a spectator's hat.
13—Mysterious hat tricks (handkerchief and watch).

14—Mysterious card tricks.
15—Rope and handkerchief trick.
16—One dollar piece put in a hat will be changed into 50 pieces.

17—Japanese dance butterfly tricks.
18—Japanese dwarf dances.
19—From a flower pot containing water several Japanese lanterns, silk cloth, etc., will appear.

20—Mysterious change of silk cloth into 40 Japanese paper umbrellas.
21—Mysterious change of handkerchiefs into umbrella cover.

22—Prof. Kikugoro transforms his body several times. Several other New Magic will be added to this Programme every night.

23—Cinematograph show.
24—Prof. Kikugoro's most interesting Water Act.

CHANGE OF PROGRAMME EVERY NIGHT CINEMATOGRAPH PICTURES.

FIRST CLASS... \$1.00
SECOND... 50 cts.
THIRD... 20

Doors Open 7.30 p.m. Performance 8.00 p.m. Hongkong, 21st April, 1909. [634]

COMING! COMING!! THE HIPPODROME CIRCUS AND MENAGERIE

LOCATION: CAUSEWAY BAY. WATCH THE DATE

BOX PLAN—ROBINSON PIANO COMPANY.

A. JACKSON, Representative.

Hongkong, 21st April, 1909. [581]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [48]

TO LET.

FURNISHED or Unfurnished, or For Sale, DETACHED HOUSE with Tennis Court known as "ROCKVALE," Kimberley Road, Kowloon.

Apply—
H. K. HOLMES, 54, Queen's Road.

Hongkong, 19th April, 1909. [630]

TO LET.

No. 34, QUEEN'S ROAD CENTRAL (Shop) Opposite the Post Office. No. 1, WINDHAM STREET (suitable for Office and Godown).

No. 2, D'AGUIAL STREET (suitable for Office and Godown).

All of which are at present occupied by Weismann Ltd. For Particulars, etc. Apply to—
YEE SANG FAT & Co., 34, Queen's Road Central.

Hongkong, 19th March, 1909. [489]

TO LET.

UNFURNISHED—Nos. 8 and 10, WINDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—
Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central.

Hongkong, 2nd February, 1909. [213]

TO LET.

No. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House, Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden detached. Moderate Rental.

Apply to—
ARRATON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 1st March, 1909. [399]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1909. [98]

TO LET

AT the PEAK, House in STEWART TERRACE; Furnished or Unfurnished.

Apply—
H. E. POLLOCK, 18, Bank Building.

Hongkong, 20th March, 1909. [494]

TO LET.

ROOMS suitable for Offices in No. 10, Lee House Street, in rear of David Sassoon & Co.'s premises.

Chambers with Bathroom and use of Kitchen in No. 31, Wyndham Street known as "College Chambers."

Apply to—
DAVID SASSOON & Co., Ltd. Hongkong, 1st April, 1909. [553]

TO LET.

ONE OFFICE ROOM on 2nd Floor Prince's Building.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
REUTER, BROCKELMANN & Co. Hongkong, 15th March, 1909. [522]

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply to—
GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [96]

TO LET.

13, ALBANY ROAD, HONGKONG. (Facing Public Gardens) FROM 1st MAY, 1909.

Apply to—
M. STEPHENS, Solicitor, 18, Bank Buildings.

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 24th March, 1909. [547]

TO LET—FURNISHED.

"FUNG-SHUI," THE PEAK. To be Let Furnished for 8 months or longer.

Apply—
JOHNSON, STOKES & MASTER, Solicitors, 8, Des Vaux Road Central.

Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPPON TERRACE. OFFICES TO LET, No. 2, Cossington Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING. GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 20th April, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply—
CHATER & MODY, Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

WITH IMMEDIATE POSSESSION.

KOWLOON MARINE LOT 43, Yauwatti, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1908. [103]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.

Apply to—
S. J. DAVID & Co., Prince's Buildings.

Hongkong, 25th March, 1909. [518]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 4, MOUNTAIN VIEW (Peak), Furnished from 1st June to 30th September, 1909.

No. 5, MOUNTAIN VIEW, Peak. NEW FIVE ROOMED HOUSES in Shelley Street.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

FERNSIDE No. 71, Peak. Unfurnished from 1st May, 1909.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL... £1,200,000
RESERVE FUND... £1,575,000
RESERVE LIABILITIES OF PROPRIETORS... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 "

W. M. DICKSON, Manager.

Hongkong, 6th April, 1909. [121]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,752,884.84 (about £479,407)

HEAD-OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli) Palembang, Kotaradjie, (Achoen) Bandjermasin.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haphong, Haioi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Account 2 per annum on daily balances.

On Fixed Deposits 12 months 4 1/2 per annum. " 6 " 4 " 4 " 3 " 3 1/2 " 3 " 3 " 3 "

ENTERTAINMENT

HUGH J. WARD'S
LONDON COMEDY CO.

INCLUDING: MISS GRACE PALOTTA.

FARE WELL LAST NIGHTS
FARE WELL LAST NIGHTS
FARE WELL LAST NIGHTS

TO-NIGHT (THURSDAY), APRIL 22ND,

The Enchanting Comedy-Drama,

"THE PRIMA DONNA."
AND SALOME

AT THE END OF THE PERFORMANCE.

TO-MORROW (FRIDAY), APRIL 23RD,

Revival by Popular Demand,

"WHEN KNIGHTS WERE BOLD."

BOX PLANS AT S. MOUTRIE & Co., LTD.

SEATS MUST BE PAID FOR AT THE TIME OF BOOKING.

Hongkong, 21st April, 1909.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"SILESIA"
Capt. von Hoff, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 15th April, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM ANTWERP, MIDDLESBRO',
AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1909.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd inst., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No claims will be recognized if not presented within 14 days of the ship's arrival. McCABE, BROS. & GOW.

Hongkong, 15th April, 1909.

DAMPFSCHEIFFS-REHDERER "UNION" ACTIEN-GESELLSCHAFT.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"WOGLINDE"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 30th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m.

No Fire Insurance has been effected. CARLOWITZ & Co., Agents.

Hongkong, 19th April, 1909.

Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO.,

Sole Agents,

No. 2, Comaught Road, Central.

[621]

[607-2]

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Irritations, Throat, Stomach, Liver, and Bowels. It is the only remedy of its kind, and is the only one that can be taken with safety. It is the only one that can be taken with safety. It is the only one that can be taken with safety.

At all Chemists and Druggists, or sent free by post to the Undersigned. At all Chemists and Druggists, or sent free by post to the Undersigned.

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EVOLUTION OF THE AEROPLANE.

MEANING OF A GREAT EXHIBITION.

This is a wonderful world we live in. It seems only a few years ago says a London paper that in those gardens behind the Albert Hall we saw the first, or one of the first, exhibitions of motor-cars. Odd, misshapen things they were. As they whirled and grunted their painful way round and round a small arena, it seemed impossible they could ever be anything but laughing-stocks or dummy toys!

Yet we have just seen a procession of eight miles of motor-cars, smart, speedy, serviceable, carrying a battalion of Guards to Hastings and back, at an average speed of over twenty miles an hour, and with scarcely an accident. Had one prophesied such a feat fifteen years ago one would have been ridiculed, regarded as a visionary, a crank.

And suppose someone were to prophesy to-day that in another fifteen years we shall be seeing a Guards' battalion whisked off to the coast in aeroplanes—what would be said to that? Unimaginative people with short memories would scoff at such a possibility. But with the marvellously rapid progress of motor-cars in mind, and with such an exhibition as that which has opened at Olympia to stimulate our thoughts, how can we waive the idea aside?

NOT A THEME FOR JOKING.

This exhibition is going to set all London talking. It is going to make people realise that the aeroplane is not merely a theme for joking, a fad, a toy, but a reality, a practical machine for flying, an invention that has come to stay.

Up to now people have not understood this. They have heard of flights at Pau, at Le Mans, in the United States, always a long way off. They have said to themselves that it was just a passing craze. Now they can go to Olympia and as they cross the threshold they will imagine they have stepped suddenly into one of Mr. H. G. Wells's stories of the future, when aeroplanes ply regularly between London and Paris, and when wars are fought in the air.

Most people's thoughts of aeroplanes inventors and constructors are connected with bees in their bonnets. As they watch the keeled mechanics going about their work in a quiet, business-like way, just as if they were in an engine "shop," they will soon be disabused of that. Strange and unfamiliar as they look at first, these vast machines are, most of them, thoroughly practical and scientific—not yet quite practical and scientific enough perhaps, but getting well on towards the moment when they will emerge from the experimental stage.

Already they are so far advanced that you can walk in and order one if you have £500 or £600 to spare—not a theoretical flying machine, but one that has actually been in the air. The remarks that were heard on all sides yesterday showed clearly that the exhibition had come as a tremendous surprise to most of the visitors. They went, thinking it would be a good joke; they found it an amazing eye-opener which gave them a fresh vision of the possibilities of the near future. They had come to scoff. They remained to marvel, and they went away thinking deeply over what they had seen.

Many had evidently never before realised what the principle of the "heavier-than-air" flying-machine is. An expert was trying to a little group. "Stop a minute," he said, and ran up to the gallery. From there he sent a sheet of paper floating into the air. It swayed this way and that, travelled quite a little distance, then gradually dropped.

"Now why didn't it drop straight down?" asked the expert. "Because its surface, or plane, offered resistance to the air. Imagine that sheet of paper driven by a small engine, instead of wandering free, and you have a model aeroplane."

Now the little group near him looked with different eyes upon the huge machines around them. The use of the "bathing boxes," as someone called them, became plain. For the first time it was clear to them what an aeroplane was.

It is an exhibition that no one who is alive to the march of events will miss. Its interest evidently appeals to the Prince of Wales, who was announced yesterday, will visit the show next week. Many shall look back upon this exhibition as we now look back upon those funny motor-cars behind the Albert Hall. "We live indeed in a wonderfully interesting world,"—H. H. F.

THE "TIMES" ON OPIUM COMPENSATION.

It seems that the Colonial Office is disposed to follow a fair and reasonable policy in regard to the suppression of opium smoking in Hongkong. When the question first arose, we pointed out that if the English nation resolved to secure the abolition of the vice within the limits of the British Empire, it would be extremely unjust that the cost of giving effect to this intention should be laid on the shoulders of the British subjects in the Colonies concerned. Those who pressed strongly for a drastic anti-opium campaign apparently did not take this view.

Regarding the trade and use of the drug as highly immoral and vicious, they proclaimed that the choice lay between righteousness and money, and demanded the immediate suppression of the opium habit in the Crown Colonies of the Far East. But they made no suggestion for assisting the people in their dependencies in bearing the burden of the reform for which they pressed. In the debate in the House of Commons last year Colonel Stoy reminded his party that morals rather than money was hardly an appropriate cry when the morals belonged to one set of people and the money to another. The Colony of Hongkong has long derived a large proportion of its revenue from the opium trade. Any movement for the suppression of the vice must therefore involve a serious financial loss, and bring a very heavy burden on the taxpayers of the place.

It is satisfactory to learn, however, that the Government have decided that it would be unjust for the people of this country to indulge their virtuous intentions at the expense of others, and that Parliament will accordingly be asked to sanction a substantial contribution to help to make good the decline in the revenue of the Colony. Such a step is all the more equitable since Hongkong at present pays a considerable sum to the cause of Imperial defence. It also appears from the Memorandum prepared by the Governor of the Colony, Sir Frederick Lugard, that the process of restricting opium smoking will be gradually carried out. He does not deny the evils resulting from the vice, but he considers that precipitate action would be unwise. Any sudden closing of the dens would certainly produce evil effects. Such a measure could not stop opium smokers from indulging in a habit, which in most cases lays a very firm grip on its victims. The vice would be secretly pursued, and its followers, who are mainly drawn from the lowest and often from the criminal classes, would be removed from the surveillance and control of the police, to which they are now subject in the licensed dens. There is also the danger that the sudden restriction of opium will encourage alcoholic excess and the spread of the morphia habit. In fact, it has been found that many of the so-called remedies given to opium smokers, simply provide the drug in another form. To ardent reformers any suggestions for delay

and caution are intensely unwelcome. But it is unquestionable that, by extravagant assertions and reckless arguments, they have retarded the progress of the cause which they have at heart. Too often, for instance, they put down to the effects of opium any disease or defect from which a smoker may suffer. Their opponents, on the other hand, maintain that the opium habit, moderately pursued, is relatively harmless, and that the number of those who take the drug to excess is limited. Probably the truth, as often, lies between the two extreme views. The International Opium Commission, which met at Shanghai last month, passed a number of resolutions which, while clearly recognising the opium habit as an evil, did not advocate any drastic or immediate campaign of suppression. But it urged the different nations represented to take action with a view to assisting each other in putting an end to opium smoking, and the conference may supply a valuable stimulus to the movement towards this goal. Each Government will now feel that its policy will be subject to the scrutiny of the others. Great Britain has proved that she is ready to assist the Chinese by consenting to a reduction in the annual import of opium from India, and if the Peking authorities can show that they are able to accelerate their programme of reform, this country is not likely to place any obstacles in the way.

FASHIONS AND FANCIES.

BLACK SILK COATS.

It is good news that black silk coats will be worn again this season. There is no material that combines so well lightness and smartness as this. So far as can be practised, we can have our choice between short waist and long waist. It seems as though both styles were to be in fashion. And in the matter of length, we may choose among short, half-length, three-quarter, and full-length. The first must come at least four inches below the normal line of waist. The last must cover the short walking gown. The intermediate lengths are too well-known to need any specification. Some of these silk coats are lined, some not. Others have a body lining but the skirt is free from any.

THE NEW SATIN COAT.

The new satin coats are of the tailor order, and fit the figure accurately. Almost all are long-waisted, showing the beautiful inward curve of the figure at the back, so long lost to sight under the reign of the Empire and Directorate periods. The sleeves, too, are of the old coat (coude, elbow), shape, with no stiffness whatever at the top. This requires some skill to arrange, so that there is no dragging of the sleeve when the arm is put forward. The style suits the broad-shouldered but is extremely trying to the meagre line of many figures, rendering them inexpressibly insignificant. A short, thin woman looks as nothing in such a coat. She should, therefore, have her tailor or dressmaker will gladly add and abel her, knowing well how imperiously her scanty figure demands at least a semblance of shoulder width. Also, a very narrow line across her makes the waist look large, but one almost fears to advocate a change lest we should have again the enormous width of sleeve that makes some old photographs look so very funny. Three-quarters of a yard across some of us measured in those days. Not so very long ago, either. Probably nine or ten years since.

THE NEW VARIETY TOUCH.

Then, when we had taken in relief or two in sleeves, we fell victims to the hideous patch, one of the very ugliest fashions, not even excepting crinolines, that was ever devised. For years this made artists and sculptors shudder, while physiologists smiled at the grotesque absurdity. But now it has vanished, let us hope, for ever. The bodice fits neatly and compactly, and does every justice to a good figure, while making the best of an indifferent one. If only the waistline could have some abiding place, we might be fairly happy about our gowns. Sleeves, it is true, are rather tight for comfort, but made by the "little" dressmaker who studies economy in material rather than human anatomy, but on the whole we should be content. One fears a change, lest a worse thing happen to us. Where, for instance, shall we bulge out next? Or where be forced into exiguity?

THE NEW OTTOMAN.

This new silk has a wide rib, and is almost as light as Liberty satin. It is pure silk and is said to be the smartest colour. A gown of this in dead black, green, has a coat to match, much cut away from the front, but trimmed with the up-to-date long lines at the back in brown and dull gold embroidery of the new transparent kind in pale blue and soft pink and green. The blouse is in deadest chiffon set into a band of the embroidery, which crosses the front, turns on itself to make a line at right angles crossing each shoulder, and again makes "corners" to compose a straight-across line at the back. All above this line there is very finely tucked chiffon in the same shade of green as the gown, and quite transparent. The very high collar is in the embroidery finished with the indispensable in tucker in soft white tulle just edged with black.

THE HOUSE OF THE HOUR.

The up-to-date blouse should match the skirt in colour, as described above, and it should have the appearance of a double bodice. That is, the collar, chemise, and sleeves form the under bodice, and the rest of the blouse the upper one, including sleeves from shoulders to elbows. Sometimes there is even a turned down lace collar arranged over the upper bodice. This is rather pretty, but a perfect nuisance if the blouse has to be worn under a coat, as is generally the case. The collar is sure to get crushed.

THE SUPPLEMENTARY BLOUSE.

The blouse for wearing with a Directorate or pinafore gown must indulge in no such whimsies. It has to be in a straight forward design adapted to its subservient position as merely supplementary to the gown. The sleeves should be long, and if not made of lace very much tucked, and the collar and upper part must match the sleeves.

WHAT ABOUT SHORT SLEEVES?

They seem to be creeping up again, and may possibly respectably unobtrusively creep on many days come, after having been pronounced completely out of fashion. They are certainly convenient for summer wear and all the active exercises girls engage in out of doors. They also have the further advantage of keeping clean as long sleeves never can. The long-sleeved blouse has to go to the cleaner twice as

SHIPPING.

ARRIVALS.

ARABIA, German str., 4,438, Newmann, 21st April—Pottland 20th March, Flour—P. & A. S.S. Co.
 CHENAN, British str., 1,350, J.H. Brown, 21st April—Shanghai, 18th April, General—Butterfield & Swire.
 CHILPAN, Norwegian str., 1,102, Nielsen, 21st April—Bangkok and Saitov 20th April, Rice—Chinese.
 CHOWSANG, British str., 21st April—Canton.
 DAIGI MARU, Japanese str., 845, H. Muraguma, 21st April—Tamsui 18th April, General—Osaka Shosen Kaisha.
 DAIYA MARU, Japanese str., 735, Kobayashi, 21st April—Kuchino 16th April, Coal—Mitsui Bishi Kaisha.
 DERFFLINGER, German str., 1,541, G. Meiners, 21st April—Singapore 16th April, Mails and General—Melchers & Co.
 FOCHOW, British str., 1,223, Vincent, 21st April—Wuhu 15th April, Rice—Butterfield & Swire.
 FOOKSANG, British str., 1,367, G. Mitchell, 21st April—Mojji 16th April, General—Jardine, Matheson & Co.
 HAITAN, British str., 1,183, J. S. Roach, 21st April—Swatow 20th April, General—Douglas, LaPrairie & Co.
 HELLEN, German str., 771, J. Jensen, 21st April—Tours and Hallow 20th April, General—Jensen & Co.
 HIKANO MARU, Jap. str., 5,282, H. Fraser, 21st April—Singapore 16th April, General—Nippon Yusen Kaisha.
 KIANG PRU, Chinese str., 1,222, Udden, 21st April—Chinkiang 16th April, General—Chinese.
 KUMSANG, British str., 2,077, E. J. Buller, 21st April—Calcutta 18th April, General—Jardine, Matheson & Co.
 PRANA, German str., 1,844, D. Lehmann, 21st April—Koh 15th April, General—Melchers & Co.
 SINEIA, American str., 5,555, A. Zeeder, 21st April—An Francisco 26th March, Mails and General—P.M. S.S. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 21st April.
 Choyang, British str., for Shanghai.
 Fochow, British str., for Canton.
 Hirono Maru, Jap. str., for Kobe.
 Kiang Prui, Chinese str., for Canton.
 Kueichow, British str., for Shanghai.
 Onang, British str., for Moji.
 Wakamatsu Maru, Jap. str., for Wakamatsu.

DEPARTURES.

21st April.
 GORDEN, German str., for Europe, &c.
 HAYARD, Norwegian str., for Whampoa.
 KANDOR, Norwegian str., for Haplog.
 KNYSBERG, German str., for Haplog.
 TUILWONG, Dutch str., for Singapore.
 PERSEUS, British str., for Singapore.
 PHRANAN, German str., for Bangkok.

SHIPPING REPORTS.

The British str. Fochow reports: Experienced fine weather generally with fog.
 The British str. Fochow reports: Weather overcast and foggy throughout the voyage.

VESSELS IN DOCK.

April 21st.
 ABERDEEN DOCK.—Tata, Empress of China, Y. Sotus, Pongtong, Uta Verde, Michael Jensen, Kipau.
 COSMOPOLITAN DOCK.—H.M.S. Wivern.

VESSELS ON THE BERTH.

FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship.

"GLAMORGANSHIRE,"
 will be despatched as above on or about the 20th April.
 For Freight, or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 3rd April, 1909. [418]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC Ports).
 THE Company's Steamship
 "AUSTRIA,"
 Captain Cobol, will be despatched as above on TUESDAY, the 27th April.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 29th March, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
 (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"EASTERN,"
 Captain McArthur, will be despatched as above on WEDNESDAY, 24th inst., at NOON.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in the staterooms.
 For Freight, or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 2nd April, 1909. [56]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 1st May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Knaiss	HAMBURG-AMERICA LINE	About Middle of May.
ANTWERP & HAMBURG VIA STRAITS, &c.	HELIGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	About Beg. of June.
ANTWERP & HAMBURG VIA STRAITS, &c.	MONMOUTHSHIRE	Ger. str.	k. w.	G. S. Warner, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 8th May.
ANTWERP & HAMBURG VIA STRAITS, &c.	NICOMEDIA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 23rd inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERICA LINE	On 19th May.
ANTWERP & HAMBURG VIA STRAITS, &c.	SIANDIA	Ger. str.	k. w.	v. Döbren	HAMBURG-AMERICA LINE	On 2nd June.
ANTWERP & HAMBURG VIA STRAITS, &c.	GLAMORGANSHIRE	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 20th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	TRANQUEBAR	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-morrow.
ANTWERP & HAMBURG VIA STRAITS, &c.	ERNEST SIMONS	Fr. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 1 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	KANAGAWA MARU	Jap. str.	k. w.	Schwinghammer	NIPPON YUSEN KAISHA	On 28th inst., at D'light
ANTWERP & HAMBURG VIA STRAITS, &c.	ERIGAVIA	Jap. str.	k. w.	T. Murai	NIPPON YUSEN KAISHA	On 12th May, at D'light
ANTWERP & HAMBURG VIA STRAITS, &c.	HAKATA MARU	Jap. str.	k. w.	W. Bainbridge	NIPPON YUSEN KAISHA	About 5th May.
ANTWERP & HAMBURG VIA STRAITS, &c.	MIYASAKI MARU	Jap. str.	k. w.	Cobol	NIPPON YUSEN KAISHA	On 1st June.
ANTWERP & HAMBURG VIA STRAITS, &c.	HONGKONG MARU	Jap. str.	k. w.	Cobol	NIPPON YUSEN KAISHA	On 27th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	AUSUBIA	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 20 h May.
ANTWERP & HAMBURG VIA STRAITS, &c.	INDRAMAYO	Am. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 30th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 1st May, at 6 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	MONTEAGLE	Brit. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 11th May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	AMERIC	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	AKI MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	CEYLON MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 11th May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	EASTERN	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	PRINZ SIGISMUND	Ger. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-day, at 5 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	YAWATA MARU	Jap. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 14th May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	TAIKUO MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 14th May, at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	SAITO MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 11th June, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	HIKANO MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 5th May, at D'light
ANTWERP & HAMBURG VIA STRAITS, &c.	NIKKO MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	TSUBODAS	Dut. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 12th May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	CHIPSING	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ANTWERP & HAMBURG VIA STRAITS, &c.	KASHING	Brit. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	CANTON	Dut. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	DEFFLINGER	Ger. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ANTWERP & HAMBURG VIA STRAITS, &c.	CHINEUA	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	SOMALI	Brit. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light
ANTWERP & HAMBURG VIA STRAITS, &c.	CHENAN	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at D'light
ANTWERP & HAMBURG VIA STRAITS, &c.	HANGSANG	Fr. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 26th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	BUJUN MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 10 A.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	LINAN	Brit. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	DELTA	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 29th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	MOYORI MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 2nd May, at D'light
ANTWERP & HAMBURG VIA STRAITS, &c.	ANBU	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 10th May.
ANTWERP & HAMBURG VIA STRAITS, &c.	SENAGAMIA	Ger. str.	k. w.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 18th May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	KUTANG	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ANTWERP & HAMBURG VIA STRAITS, &c.	TYIMARI	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 8 A.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	SHOSHU MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 10 A.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	DAIGI MARU	Jap. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	SUNGTANG	Brit. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	CHILPA	Brit. str.	2 h.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	HAITAN	Brit. str.	2 h.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	(On 25th inst., at 10 A.M.)
ANTWERP & HAMBURG VIA STRAITS, &c.	HAIMUN	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 1 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	HAITANG	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	YUENANG	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	ZAPIRO	Brit. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TAMING	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 1st May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LOONGSANG	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 4th May, at 3 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	RUBI	Brit. str.	1 m.	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	B-ginning of May.
ANTWERP & HAMBURG VIA STRAITS, &c.	TEAN	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	BORNEO	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	YATONG MARU	Jap. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	KOKOSANG	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ANTWERP & HAMBURG VIA STRAITS, &c.	KUMSANG	Brit. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIJANAS	Dut. str.	—	G. W. Cookman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"DERFFLINGER" Capt. G. MEINERS	Thursday, 22nd April, at Noon.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 22nd April, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Beginning of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 22nd April, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
AYMERIC	4,363	T. Shotton	About 24th April.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.

Hongkong, 3rd April, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE" Capt. Bellier	About 26th April.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 27th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 10th May, P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 11th May, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,

Hongkong, 20th April, 1909.

Queen's Building.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From St. John or Quebec
"EMPERESS OF CHINA" Sat., 1st May.	"ALLAN LINE" Friday, 28th May.
"EMPERESS OF JAPAN" Sat., 12th May.	"EMPERESS OF BRITAIN" Fri., 18th June.
"EMPERESS OF INDIA" Sat., 22nd May.	"ALLAN LINE" Friday, 9th July.
"EMPERESS OF CHINA" Sat., 3rd June.	"EMPERESS OF IRELAND" Fri., 30th July.

Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) "243" "245" "246" and 1st Class Railway.

First Class rate to London includes cost of Meals and Berths. Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "EMPERESS OF CHINA," carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blakes Pier.

VESSELS ON THE BERTH.

HONGKONG—BOSTON & NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	PALMA About 23rd Capt. G. W. Cockman, R.N.R. April	Freight only.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	SOMALI About 25th Capt. R. A. Peters April	Freight and Passage.
SHANGHAI	DELTA About 29th Capt. B. W. H. Snow April	Freight and Passage.
LONDON via USUAL PORTS and YOKOHAMA	ASSAYE Noon, 1st Capt. Owen Jones, R.N.R. May	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st April, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 22nd April, 4 p.m.
AMOI, MANILA, CEBU and ILOILO	"SUNGKANG"	On 23rd April, 4 p.m.
CHINKIANG	"KASHING"	On 23rd April, 4 p.m.
AMOI and SHANGHAI	"CHIHUI"	On 24th April, 4 p.m.
SHANGHAI	"CHENAN"	On 25th April, 4 p.m.
MANILA	"TAMING"	On 27th April, 3 p.m.
SHANGHAI	"LINAN"	On 27th April, 4 p.m.
SHANGHAI	"ANHUI"	On 2nd May, 4 p.m.
MANILA	"TEAN"	On 4th May, 3 p.m.

THURSDAY ISLAND COOK-
TOWN, CAIRNS, TOWNS-
VILLE, BRISBANE, SYDNEY, NEW
ZEALAND, ADELAIDE,
FREMANTLE and PERTH

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the Saloons. A fully qualified Surgeon is carried.
REDUCED FARES, cargo booked through for all Australia, New Zealand and
Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the Sta-
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"
"CHINHUA," and "LINAN") with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transshipment at Woosung.

The Sunday Morning Sailings carry Passengers and H.M. Mails to connect with
Siberian Mail to Europe.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.
TELEPHONE 35.

For Freight or Passage apply to—
HONGKONG, 22nd April, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW, "DAIGI MARU"	Capt. H. MURAYAMA	SUNDAY, 25th April, at 10 A.M.
* SHANGHAI VIA SWATOW, "BUJUN MARU"	Capt. Y. YUSENO	TUESDAY, 27th April, at 10 A.M.
* AMOI & FOOCHOW, "YUSEN MARU"	Capt. L. ICHIKI	WEDNESDAY, 28th April, at 8 A.M.
* ANPING VIA SWATOW, "SHOSHU MARU"		
* AMOI		

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.
(Unreserved Table).

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch
Office, Second Floor, No. 1, Queen's Buildings.
Hongkong, 20th April, 1909.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* TIENTSIN via Tientsin & Chefoo ...	"CHISHING"	Friday, 23rd April, Noon.
* MANILA ...	"YUNSHANG"	Friday, 23rd April, 4 p.m.
* SHANGHAI ...	"HANGSANG"	Sunday, 25th April, 4 p.m.
* SINGAPORE, PENANG & CALCUTTA "FOOKSANG"	Tuesday, 27th April, Noon.
* SINGAPORE, PENANG & CALCUTTA "KUMSANG"	Friday, 30th April, Noon.
* MANILA ...	"LOONGSANG"	Friday, 30th April, 4 p.m.
* SHANGHAI, YOKOHAMA, KOBÉ & MOJI ...	"KUISANG"	Wednesday, 19th May, Noon.

OCCUPYING 24 DAYS.

The Steamers "KUISANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
Hongkong, 22nd April, 1909.

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYAN"	SWATOW, AMOI & FOOCHOW	FRIDAY, 23rd April, at Noon.
"HAIMUN"	SWATOW	SUNDAY, 25th April, at 10 A.M.
"HAIYANG"	SWATOW, AMOI & FOOCHOW	TUESDAY, 27th April, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd April, 1909.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila, Saloon midships. Electric Light, Perfect
China SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 24th April, Noon.
RUBI	2540	R. W. Almond	Manila	On 1st May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 19th April, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, YOKOHAMA & KOBÉ:

S.S. SCANDIA	... 27th April
S.S. SENEGAMBIA	... 10th May
S.S. SEGOVIA	... 17th May
S.S. ISTRIA	... 29th May

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 6th April, 1909.

Hongkong Office.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"CANON"	Middle of April.
MARSEILLES, HAVRE, COPEN- HAGEN and ST. PETERSBURG	"TRANQUEBAR"	On 23rd April.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. W. BAINBRIDGE) About Wed. 5th May
KITANO MARU	(Capt. F. F. COPE) About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER) About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER) About Wed. 28th July.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th April, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE	KANAGAWA MARU	6169	WEDNESDAY, 23rd April at Daylight
PORE, PENANG, HAKATA MARU	6169	WEDNESDAY, 12th May, at Daylight
COLOMBO, and PORT SAID	HAKATA MARU	6161	TUESDAY, 27th April, at Noon.
VICTORIA, B.C. and SAKI MARU	6161	TUESDAY, 11th May, at Noon.
SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA	CEYLON MARU	5068	FRIDAY, 14th May, at Noon.
SYDNEY and MELBOURNE	YAWATA MARU	5539	FRIDAY, 11th June, at Noon.
via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	5539	THURSDAY, 22nd April, at Noon.
YOKOHAMA	HIRANO MARU	9000	SUNDAY, 25th April, at Noon.
BOMBAY via SINGAPORE	YETOROFU MARU	3949	THURSDAY, 29th April, at Noon.
and COLOMBO	3265	WEDNESDAY, 5th May, at Daylight
SHANGHAI, MOJI and KOBÉ	SAITO MARU	6227	WEDNESDAY, 12th May, at Noon.
KOBÉ and YOKOHAMA	5539	...
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU

* Calling at Shimidzu.

† Fitted with Marconi's System of Wireless Telegraphy.
† Through Passengers Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,
1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 22nd April, 1909.

T. KUSUMOTO,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC.,
via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA
CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, 1909.
S.S. MANSU MARU	5000	August — 1909.
S.S. AMERICA MARU	6000	October — 1909.
S.S. HONGKONG MARU	6000	Dec. — 1909.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 15th April, 1909.

TOYO KISEN KAISHA, York Building,
[462]

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun
(Kwangchun), in connection with Siberian Express trains at Harbin, by a train
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RYOYUN LINE—For Ryojun (Port Arthur) 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchwang) 1 hour from Tashichiao Junction.
FUSHUN LINE—For the famous Fushun Celleries from Suchuan Junction.
ANTUNG-HSIEN LINE—A light railway from Mukden to Antung-Hsien connecting
with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer
"KORU MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai
every Friday, in connection with the South Manchurian Express and Trans-Siberian
Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGCHENG TZU),
all managed by the Company and provided with every convenience, luxury, and
comfort.

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and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c.
Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add: "MANTEHU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
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TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
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TOURS arranged to ALL PARTS of the WORLD.
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FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VOGUES ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

AKI MARU, Japanese str., 3,995, K. Sato, 18th April—Seattle 16th March, General— Nippon Yusen Kaisha.	MICHAEL JENSEN, German str., 951, Pedersen, 13th April—Newchwang 3rd and Chefoo 7th April, General—Jensen & Co.
BENDORAN, British str., 2,517, A. W. S. Thom- son, 17th April—Moji 12th April, Coal— Gibb, Livingston & Co.	NANCHANG, British str., 1,012, G. I. Spink, 15th April—Newchwang 8th April, General— Butterfield & Swire.
CARL DIEDERICHSEN, German str., 774, J. Kaiser, 18th April—Haiphong & Hoihow 17th April, General—Jensen & Co.	NINGCHOW, British str., 9,021, Allen, 18th April—Manila 16th April, General— Butterfield & Swire.
CHIHUI, British str., 1,142, J. Warrack, 3rd April—Hoihow 2nd April, Rice—Butter- field & Swire.	NIPPON MARU, Japanese str., 3,452, W. E. Filmer, 16th April—San Francisco 19th March, General—Toyo Kisen Kaisha.
CHINXUA, British str., 1,350, A. Harris, 18th April—Shanghai 15th April, General— Butterfield & Swire.	ONSANG, British str., 1,727, W. W. W. 16th April—Pulo Laut 7th April, Coal—Jardine, Matheson & Co.
CHIFFEY, British str., 1,199, F. Mooney, 18th April—Tientsin 9th, Chefoo 11th and Wei-hai-wei 13th April, General—Jardine, Matheson & Co.	PONTOON, German str., 998, W. Bitterfuhr, 12th April—Bangkok 6th April, Rice—N. D. L.
CHOSHUN MARU, Japanese str., 1,301, T. Suruga, 18th April—Swatow 17th April, General—Osaka Shosen Kaisha.	PROMETHEUS, Norwegian str., 1,024, Bing, 17th April—Wuhu 11st April, General— Aagaard, Thoresen & Co.
CHOYANG, British str., 1,424, A. E. Sandback, 17th April—Shanghai 12th via Swatow 16th April, General—Jardine, Matheson & Co.	PROTEUS, Norwegian str., 1,024, C. Moller, 19th April—Saigon 15th April, Rice— Aagaard, Thoresen & Co.
EMPRESS OF CHINA, British str., 3,046, R. Archibald, R.N.R., 16th April—Vancouver, B.C. 25th March, Mails and General— C. P. E. Co.	RAJAH, German str., 1,189, H. Bremer, 18th April—Swatow 17th April, Rice & Wood —Butterfield & Swire.
GRYFFEALE, British str., 1,979, Steel, 19th April—Port Kembla 28th March, Coal— Aagaard, Thoresen & Co.	RAJAH, German str., 1,075, Rehr, 17th April— Bangkok 7th April, Rice and Timber— Butterfield & Swire.
HAIMUN, British str., 636, T. W. Evans, 20th April—Swatow 19th April, General— Douglas, Lapraik & Co.	SAMSEN, German str., 998, Pedersen, 16th April—Bangkok 6th April, Rice—Butter- field & Swire.
HALDIS, Norwegian str., 1,165, Folberg, 20th April—Saigon 16th April, Rice—Corder, Jardine, Matheson & Co.	SUNKIANG, British str., 897, Funnell, 15th April—Hankow 13th April, Sugar— Butterfield & Swire.
HANGSANG, British str., 1,356, S. Wilde, 18th April—Chinkiang 14th April, General— Jardine, Matheson & Co.	TAIWAN, British str., 1,042, F. C. Everett, 19th April—Newchwang, Dalny & Chefoo 13th April, General—Chinese.
HANDAL, Norwegian str., 1,193, E. Erchechen, 17th April—Manila 14th April, General— Barretto & Co.	TELMACHUS, British str., 1,340, C. Edwards, 17th April—Saigon 10th April, Rice and General—Chinese.
HANOI, French str., 742, J. Pannier, 20th April—Haiphong, Hoihow, Pakhoi and K. Wan 19th April, General—A. E. Marty & Co.	WAGLINDS, German str., 2,580, W. Mohr, 19th April—New York 20th Feb., General— Carlowitz & Co.
KAGOSHIMA MARU, Japanese str., 4,687, A. kawa, 14th April—Bombay and Singapore 7th April, General—Nippon Yusen Kaisha.	WAKAMATSU MARU, Jap. str., 1,722, S. Kawa, 16th April—Wakamatsu 10th April, Coal —Mitsui Bishi Goshi Kaisha.
KASHING, British str., 1,143, Wiler, 19th April—Wei-hai-wei 13th April, Salt—But- terfield & Swire.	WONOKO, German str., 1,115, Eker, 15th April—Bangkok 6th April, Rice—Butter- field & Swire.
KEEMUN, British str., 5,867, E. Comadi, 20th April—Tacoma via Victoria and Japan 24th March, Flour, Lumber, Salt Herring —Butterfield & Swire.	Y. SONZU, American str., 585, Gairwen, 15th April—Manila 10th April, Sugar—Chinese.
KEONG WAI, German str., 1,115, T. Kohler, 16th April—Bangkok 7th April, Rice— Butterfield & Swire.	YUEHANG, British str., 1,123, P. H. Rolfe, 18th April—Manila 16th April, General— Jardine, Matheson & Co.
KUICHOW, British str., 1,215, G. Hecker, 15th April—Chefoo 6th and Wei-hai-wei 8th April, General—Butterfield & Swire.	ZAFIRO, British str., 1,350, R. Bolger, 19th April—Manila 17th April, General— Shewan, Tomes & Co.
KWANGTAE, Chinese str., 1,536, W. H. Lunt, 17th April—Shanghai 13th April, General —Chinese.	
LOONGSANG, British str., 1,092, S. J. Payne, 13th April—Manila 10th April, Sugar— Jardine, Matheson & Co.	
LOOSOK, German str., 1,020, G. Scholtzen, 20th April—Bangkok 12th and Swatow 19th April, Rice and Salt—Butterfield & Swire.	
LOTHIAN, British str., 3,223, W. J. Lockhart, 17th April—Moji 12th Apr., Coal—Dodwell & Co.	

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